Rob Brenner
Diesel Emission Control Retrofit Workshop
Wednesday, March 22, 12:00
JW Marriott Hotel

**Introduction.**

Today, I'm pleased to announce a new voluntary diesel retrofit initiative that EPA is undertaking. Our goal is to secure, by the end of this year, commitments to retrofit 10,000 dirty trucks, buses, and construction vehicles with commercially available emission control technologies.

This is an important step forward in cleaning our nation's air, especially in congested urban areas. Depending on the type of technology used, these retrofit controls can reduce pollution from diesel engines by 20 to 80 percent. So 10,000 retrofits could eliminate roughly 15,000 tons per year of harmful air pollution that causes asthma and other respiratory illnesses.

**Diesel is a serious pollution concern.**

100 million people nationwide still live in cities with unhealthy air - and diesel exhaust is currently responsible for over 20% of the nation's nitrogen oxide pollution, and 15% of particulate matter. An older, dirtier diesel vehicle may produce 8 tons of pollution per year spread out over the 50,000 miles it travels.

In addition, diesel particulate matter has been implicated in health effects studies as having toxic qualities that produce lung damage and serious respiratory diseases. According to several national and international agencies there is increasing evidence that diesel exhaust or diesel particulate matter can cause cancer in humans.

And these toxic qualities are a particular concern in congested urban areas.

The American public realizes this -- any time someone walks, drives, or bicycles behind a older truck or bus, they become acutely aware of harmful air pollution that's emitted in diesel exhaust.

So we need to take action.

**We're addressing this in new diesel engines.**

At EPA, we support a role for diesel engines in the marketplace. These engines are durable, relatively easy to maintain, and can be very fuel efficient. Therefore, they're likely to play a future role in both lighter vehicles, and heavy duty applications such as delivery of goods, agriculture, and construction.

But we believe that we can - and must - have **cleaner** diesel vehicles to protect the

American public health.

So we're taking steps to clean up new diesel engines coming to market in the future.

In the summer, EPA will issue standards for new heavy duty trucks, effective in 2004. The standards would require diesel trucks to be 40 percent cleaner than today's models. Plus, in the spring, EPA plans to propose even more stringent standards for heavy duty trucks in combination with lower sulfur diesel fuel, starting as early as 2007, that will address both NOx and PM.

These will be significant steps forward. But there are still many older, dirtier engines on the road today – and they stay on the road for up to 30 years and are driven as much as a million miles.

**So we're now building the partnerships to address old engines.**

So today, we're announcing steps to clean up these older engines. We want to achieve this by **building partnerships** with industry, community groups, and other state, local, and federal agencies.

New technologies have become much more effective in the past year or so – such

as installing pollution control equipment to clean up exhaust gases, converting diesel engines to natural gas engines, or using cleaner diesel fuel. And there are programs in place, and existing funding sources, that can help us take advantage of the opportunities these new technologies represent.

So what we want to do is build partnerships – partnerships to educate our stakeholders about the environmental and economic advantages of cleaning up older buses and trucks, and partnerships to connect those who can implement these programs with the proper technology and funding sources.

**How EPA is helping to meet our goal**

We're helping to make this happen in several ways.

- There are several provisions in our policies that provide **incentives** for retrofits to happen.

  All states are required to develop plans to meet national air quality standards - and EPA has programs in place that will allow areas to take credit, in their clean air plans, for the air quality benefits of diesel retrofits.

  Cities or industry could also use a portion of the air quality benefits from retrofit

programs to provide emission offsets for clean economic development projects, such as natural gas turbines. Or, to offset growth in transportation emissions.

- We'll provide **information** about successful retrofits and quantifying benefits,

  We'll provide technical assistance to those interested in pursuing retrofits. In addition, we have a demonstration website up and running at this conference that will soon be ready to serve as an information clearinghouse for diesel retrofits, including an emissions calculator that will easily quantify benefits.

- And we'll link our partners to available **funding** sources.

  Once cities or states can demonstrate that a diesel retrofit project will help them meet air quality goals, there are several funding mechanisms in place (or being proposed) which can help make these projects happen.

  For example, EPA's **Clean Air Partnership Fund**, as proposed in EPA's 2001 Budget, is designed to catalyze innovative public/private partnerships that demonstrate locally managed, multi-pollutant control strategies and stimulate technology innovation.

  Diesel retrofits would be a perfect fit.

In addition, there are several sources of federal funding that can be leveraged.

- Congestion Mitigation Air Quality (CMAQ) funds which are managed by the Department of Transportation. (New Jersey is using these funds right now to support their retrofit initiative.)
- The Department of Energy, as part of its Clean Cities Program, has funds available for projects using clean fuels like natural gas.

We look forward to working with our federal partners at DOT and DOE on this initiative.

And of course, to be successful the program concepts I have outlined will require support as well from the regulated community, state and local governments, equipment owners, and other interested parties. We've already begun encouraging discussions with the Diesel Technology Forum, a group including a number of diesel engine and vehicle manufacturers, fuel suppliers, component manufacturers, and other interested parties.

We're looking forward to working with them, and other interested companies and groups, to take advantage of their technical expertise to achieve our retrofit goals.

**Goal is reachable (examples of current projects)**

No doubt our goal of 10,000 retrofits is a challenge, but I'm confident it's a challenge we

can work together to meet. Already, there are several successful retrofit programs happening across the country, such as in New Jersey, or in Boston's "Big Dig" construction project.

(More info:)

- The state of New Jersey is planning on retrofitting several thousand state owned vehicles with retrofit devices, (primarily oxidation catalysts). *(OTAQ is actively assisting New Jersey to get SIP credit for this program.)*
- Under the Clean Air Construction Initiative, the diesel heavy-duty construction equipment used in Boston's "Big Dig" construction project is being retrofitted with advanced pollution control devices.
- Through the Urban Bus Retrofit Program, 15,000 vehicles have already been retrofitted nationwide.
- And, we've approved the regulatory framework for a PG&E electric generating facility in San Diego to gain new source offsets by converting older diesel engines to cleaner burning natural gas and cleaner diesel engines. I'm confident that, similar to PG&E, other electric power providers will find diesel retrofits attractive for offsetting emissions from their new generating stations.

**Conclusion**

And so, as is often the case with the voluntary partnerships we undertake at EPA, I'm confident this program will be a win-win opportunity for states, industry, and the American public at large.

Our partnership will...

- help states/cities who have air pollution problems provide healthy air for their citizens, and provide them with an added level of flexibility in meeting their goals.

- help spur the deployment of cutting-edge air pollution control technologies into the marketplace, and provide a pathway for clean economic development projects.

- help reduce toxic exposure to citizens who live in unhealthy air-pollution areas such as congested urban areas.

Lastly, let me thank Jason Grumet and Coralee Cooper from the Northeast States for Coordinated Air Use Management (NESCAUM) for their work with us in formulating our SIP credit program. And above all, I'd like to thank Corning Incorporated for hosting this important workshop today, especially Tim Johnson, a longtime member of our Clean Air Act Advisory Committee, for his work in bringing this conference together. Hopefully, over

the next couple of days, you'll be hearing about some of these new technologies that are available and the innovative ways that people are applying them. I and my staff look forward to working with you all to meet these goals.

Questions?